



FRONT SPACER LIFT INSTALLATION INSTRUCTIONS

'07+ TUNDRA

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Prior to installation, please read all install directions and paperwork provided.

ToyTec Lifts L.L.C. recommends that all components be installed by a certified automotive technician.

1. Park on a level concrete surface with the tires straight and steering wheel locked in the center position.
2. Block/chock the rear wheels, both in front and behind the tire to prevent vehicle movement.
3. Jack the front end up and secure the vehicle on suitable large jack stands from the frame on both sides.
4. Remove the front skid plate from vehicle.
5. Remove both front wheels/tires.
6. Remove the sway bar links from the lower control arm on both sides.



7. Remove the outer tie rod ends at the steering knuckle on both sides. **Be careful not to damage the dust boots!**



8. Remove the lower shock nut and bolt on both sides.



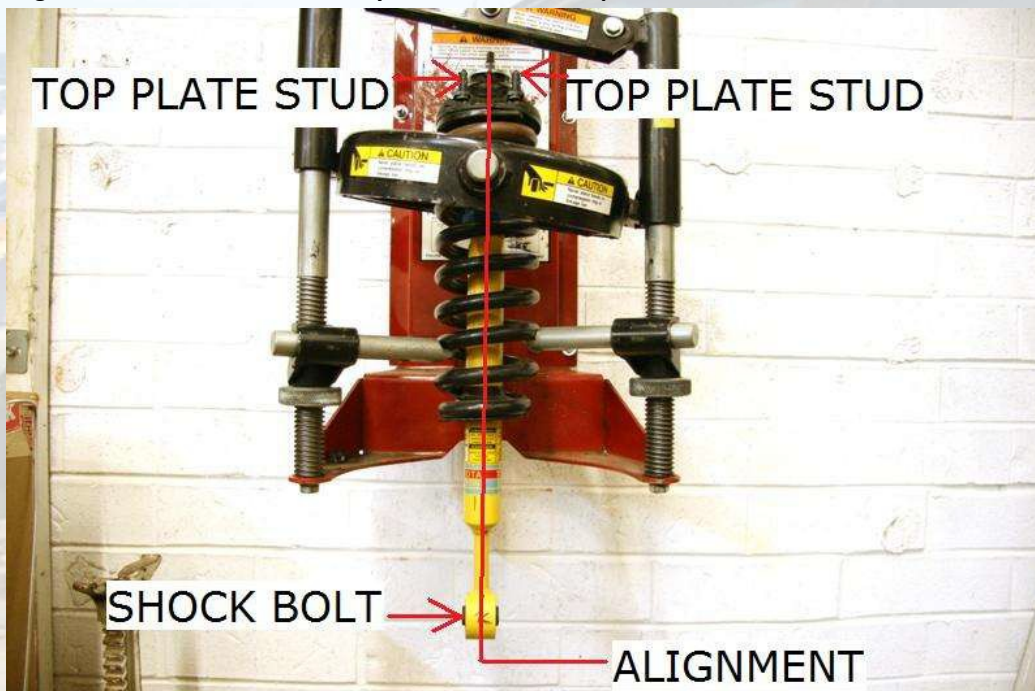
9. Remove the 2 lower ball joint mount bolts and separate the ball joint from the spindle.



10. Remove the top 4 nuts holding the coilover to the shock tower.



11. Being careful not to overextend and pull apart the inner CV Axle joint, move the spindle/hub assembly out of the way so the coil-over can be removed from the vehicle. Remove the coilover on both sides.
12. Before compressing the coils, note that "OUT" is stamped on the edge of the OEM top plate. This side should remain out during assembly. Also note the relation of the out arrow on the top plate is aligned directly down the center of the strut body, 90 degrees from the bottom shock eyelet hole center, as pictured below.



13. Secure and compress the coilover using a suitable spring compressor.

IF YOU DO NOT HAVE A HEAVY DUTY SPRING COMPRESSOR OR THE EXPERIENCE REQUIRED TO COMPRESS COIL SPRINGS, IT IS RECOMMENDED THAT YOU TAKE THE COILOVER TO A QUALIFIED SERVICE PROFESSIONAL! MANY PARTS STORES AND AUTOMOTIVE CENTERS CAN PROVIDE THIS SERVICE.

14. Once the coil is compressed, remove the top nut holding the coilover assembly together. Remove all washers, bushings, spring isolator, and top plate from coil-over assembly. **Note in what order all washers, bushings, top plate, and spring isolator come off the shock shaft. Both above and below the top plate. Re-assembly of these parts must be accomplished in the same order.**



15. **3" LIFT KITS ONLY**- Remove the 4 top plate studs on each of the top plates. This can be accomplished with a vice and large deep socket, or by placing a large deep socket on the concrete and hammering them out. Replace the O.E. studs with the new longer bolts supplied in your kit.
16. Compress the spring further to allow the install of your new lift spacer. Install the shock, washers, bushings, spring isolator, lift spacer, top plate, remaining washers, bushings, and top nut in the reverse order as disassembly. **The rubber spring isolator always goes next to the spring! Double check that the "Out" side of the top plate is aligned correct with the bottom of the shock before and during uncompressing the coil. See step #12.**
Repeat assembly for the other side.
17. **3" LIFT KITS ONLY**- Install the new top plate spacer provided on top of the coilover assembly.
18. Position the coilover onto the vehicle, sliding the top into the shock tower first. Install the top 4 nuts which hold the coilover to the shock tower finger tight. Install the lower shock bolt and nut. **You may need to pry down on the upper control arm in order to get the lower shock bolt installed.** Torque upper nuts and lower bolt/nut to manufacture specs.



19. Reinstall the lower ball joint bolts, tie rod ends, and sway bar links. **If your kit came with a front diff drop kit, now is a good time to install it.** Reinstall the wheels/tires and skid plate. Torque all nuts and bolts to manufacturer specs.
20. **Recheck the torque of all bolts/nuts which have been taken apart during the installation of this lift after 15 miles, and periodically thereafter.**

A front end alignment must be performed after install.

Preferred alignment specs are: 0.2 or less Camber and .04 Toe